

fruitful career and honoured an eminent barrister of the Quebec bar, who in his new duties will continue to fulfil with much dignity the traditions of honour, ability, probity and devotion to duty which, at all times, have made the strength and greatness of the Canadian bar. The government has also honoured in this distinguished barrister a man who has played an important part in the administration of affairs in his province, and—what is more personal—one of the most brilliant scholars of my "Alma Mater" the Joliette seminary, where the hon. Mr. Galipeault completed his classical studies. Needless to say that the old seminary of Joliette is one of the most important institutions of higher studies in the province of Quebec. Instances of this are of daily occurrence. Only a few months ago, the Canadian press announced, with joy and national pride, that the young Roch Pinard, a student of the seminary of Joliette, had just carried off first honours in eloquence in an international competition, at Washington. Always remembering with joy the happy days which I spent in that admirable institution, which has given to religious and civil life numerous and distinguished men, I cannot resist the pleasure of mentioning that I have the privilege of sitting in this house with four worthy and distinguished students of the seminary of Joliette. They are the hon. member for Hochelaga (Mr. St-Père), for Berthier-Maskinongé (Mr. Gervais), for Champlain (Mr. Desaulniers), and for Saint-Denis (Mr. Denis).

Mr. Speaker, the unassuming city of Joliette, whose charter of incorporation dates back to 1863, in pre-confederation days, and which had but a population of 4,200 at the census of 1901, has become the rich city of Joliette, prosperous in all its commercial and industrial activities. Its present population of 10,800 is noted for its broad mindedness, courtesy, good manners, high education and excellent character. This provincial town is preeminently a place of *bonne entente* and intermingling of various nationalities. The English protestant minorities peacefully enjoy in our midst their separate schools and churches while benefiting of all the advantages of Joliette life. I should very much like to see this town, where tolerance, peace and harmony exist among all races, serve as an example to all Canadians, especially at this period preceding an election in which our English protestant opponents belonging to the Tory party will, perhaps, as their press foreshadows, ask the people, as usual to vote against the Liberal party, and against French domination! I should like to see as much tolerance throughout the

country as there is in the good old town of Joliette which I have the honour to represent in the house.

In this perfect social organization, there is, however, needed a special service, and it behooved the hon. Postmaster General (Mr. Veniot) to fill this need, by granting us, to our great satisfaction, a mail carriers service within the limits of the city of Joliette. I, therefore, wish to again express my gratitude to the Postmaster General on his kind decision to establish this service.

There is a local question, Sir, which is directly connected with the budget we are considering: the management of the National Railways in regard to its repair shops at Joliette.

In 1925, the C.N.R. shops, at Joliette, were destroyed by fire and have not yet been rebuilt. The management of the Canadian National Railways have nevertheless maintained more than 60 men to repair cars. Ever since the fire the citizens of Joliette have unceasingly asked for the construction of these shops. Their request has not yet been granted. The high officials of the C.N.R. maintain that the question is still under consideration, but the people of Joliette have serious doubts with regard to the fate of these shops to which our city owes at least one-third of its expansion.

I understand, sir, that the management of the National Railways has to deal, in all parts of the country, with numerous problems of the same nature as those relating to Joliette.

Indeed, eight years ago, when the Liberal party handed over the management of the National Railways to this well known expert, Sir Henry Thornton—for a long time familiar with transportation problems—the entire system of our railways, known to-day as the State Railways, showed yearly deficits of \$75,000,000 and more. It was a very heavy burden for the country, we even heard a member, one day, suggest to turn over the entire business for \$1 to whomsoever wished to purchase it, and a large number of ratepayers confronted with the ever increasing deficits, were wondering if there were not more truth than irony in the whim of this member. Events have, however, clearly shown that the present management, which changed old deficits to surpluses, was right. To-day, the work accomplished by Sir Henry Thornton gives us an admirable instance of what can be done by a competent and energetic man, when those he serves loyally support his efforts.

A few days ago the President of the National Railways presented us his yearly statement.